

AMENDMENTS TO THE SPECIFICATION

Please amend the specification as follows:

Please replace paragraph [0022] with the following:

[0022] In the closed state shown in FIG. 1, the motor vehicle roof 10 provides a completely smooth appearance. Although the cover 16 can be moved to the rear over the fixed roof pane 18 (see, FIG. 2) to clear the roof opening 22, guides located above the fixed vehicle roof 10 are not necessary for this purpose. To raise and move the cover ~~[[18]]~~ 16 to the rear, the cover ~~[[18]]~~ 16 is supported instead by means of laterally coupled support levers 26 which can be moved in guides located below the level of the fixed roof skin and which, upon upward emergence, partially displace a flexible seal element 28 which is located between the side members and the components 14, 16, and 18. As shown in FIG. 2, the cover ~~[[18]]~~ 16 is raised at its rear edge 24 and moved over the fixed roof surface 18 to clear the roof opening 22. The opening size for the roof opening 22 is maximized when the cover 16 is also raised with its front edge 30 over the level of the fixed roof surface.

Please replace paragraphs [0024] and [0025] with the following:

[0024] Furthermore, FIG. 3 shows a test bar 38 by means of which crushing of an article between the front edge 30 of the cover and the front edge of the roof opening 22 is simulated when the cover 16 is being closed. FIG. 3 shows the state in which the test bar 38 is pressed by the front edge 30 of the cover 16 against the fixed roof frame 34 and is completely immersed into the seal 36 in doing so. Since, in this state, the drive parameters 31 of the electrically driven cover 16 clearly change, especially the torque delivered by the motor 33, the motor current delivered by the drive motor 33 and the motor revolutions and the rpm of the drive 35, a monitoring means 37 coupled to the drive 35 of the cover 16 can detect crushing, stop the drive and initiate reversal of motion of the cover 16 in order to release the test bar 38 again. As can furthermore be seen in FIG. 3, on the underside of the front edge 30 of the cover 16, there is a stop surface 40 in the form of a projection which projects in the direction of the closing motion of the cover 16, i.e., along the broken line 42. The manner of action of the projection 40 is explained

in detail below using FIG. 4 which shows a known motor vehicle roof in a view similar to that of FIG. 3.

[0025] In the conventional roof as shown in FIG. 4, the cover 16 is made as a component which is flat with the exception of a bulge 44 to which the support levers for raising the cover are connected, and which rests with the underside of its front edge against the seal 36 when swung into the roof opening 22. In such a roof, if there is a test piece or a crushed body in the area of the front edge of the roof opening, such a crushed body, especially when it is relatively small, cannot be reliably detected by the drive 35 of the cover 16. This can be attributed, on the one hand, to the motion of the front edge of the cover which is pointed obliquely down, and which tries to yield to the front when it strikes the test bar 38, i.e., to slide onto the test bar. Due to the sliding increase of the crushing force, an insufficient reaction on the electric motor drive 35 which could be detected by the crush protection system takes place. It is even more serious that, for a relatively small crushed body, the front edge 30 of the cover 16 strikes the seal 36 and deforms it before it strikes the test bar 38. Therefore, the increase of force which can be established on the drive 35 and which is caused by the unintentional crushing of a crushed body cannot be clearly distinguished from the braking of the cover caused in normal undisrupted operation of the motor vehicle roof when plunging into the seal 36.